

Triumph Mayflower Club



AUTUMN ISSUE 2014 No. 150



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts

Please check Flower Power or the club's website for any updates with regard to this changeover

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover: Taken from the club's gazebo at the Coventry Festival of Motoring on Bank Holiday Sunday. There was a club presence there - not a rally really - the Mayflower is Chad Browns - lots of interest in it. The club will do it again next year. John Castle and Chad were there both days of weekend.

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



*Mayflower Club weekend at Stoneleigh Park for the Coventry Festival of Motoring
A record gathering of classic vehicles many if not most of which were built in the city. We had a triple fly past of the Battle of Britain memorial flight, a Spitfire and a Hurricane, and there will be a full report of the event with pictures in the next Flower Power*

Editorial

Dear club members,

The Autumn 2014 edition of *Flower Power* is filled with quite a lot of articles from our members. Many thanks for taking the time to write down your experiences, memories and even ideas on future trips!

This is what really helps John Gogay and myself to create this unique magazine. Please continue in this way so we can keep the *Flower Power* alive!

In this magazine you will find some questions from John Pots about what might become an epic Mayflower trip to Italy. Please help him to prepare for his trip! John: Good luck, and keep us informed!

We have also received a letter from Terry Snow with regards to the possibility of using Ferguson tractor engine parts in our Mayflower. Please read the article.

We know that a lot of parts from, for example, the Triumph TR2 suspension, can be used on our Mayflower as well. I would like to create a list of parts for our cars, which can be found on other vehicles etc. If you have any information that can be useful please let me know.

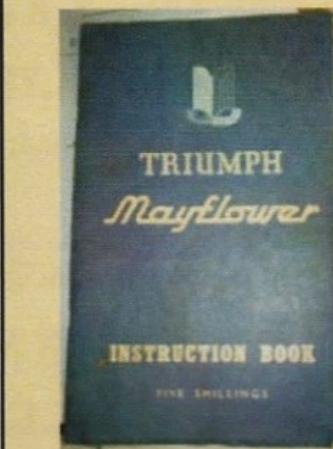
Well, I won't reveal any more of the content, you will have to go through the magazine yourselves to find out, but I do have one more question:

Last month I decided that after driving around for nearly 20 years in our Mayflower with worn down carpets it was time to have new carpets made up.

**NEW STOCK OF
FAN
BELTS**
Part No. 200203
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These have to be purchased by the club in large quantities to keep the cost down so please help club finances by ordering one for a spare from the Spares Secretary

Instruction Handbook



Copy of the original Handbook

Priced at £8.00
(Part No.
TMC 152)

Available from
the Spares
Secretary

I have had them made to measure by a local Dutch company. I have to say he did a really great job, Jaguar quality! Though a bit expensive at EUR 800 (approximately £650).

Since the template is now available I could probably get a better price if there is any interest from our club members. Please send me an e-mail if you are interested (no strings attached), I will send you the pictures of the carpet in my Mayflower.

All colours are available. Once I have received a price from the supplier I will gauge interest again.

Happy motoring and again many thanks for all your input!

Very best regards
Nico ten Wolde

Welcome to new members

1178

1179

1180

Due to the new data protection regulations (GDPR), this item is not currently available.

Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1, March 1 2015, and June 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

A great day out at the races

by Chad Brown, Vice Chairman

THE TITLE FOR THIS large and wonderful annual event at Ripon Racecourse takes me back to just a couple of years ago when I was attending a show at Hebdon Bridge.

I wasn't showing so started my day with breakfast in the town. Walking back to the show ground by the river the local Rotarians, wearing bizzy vests, were doing a good job of ushering the classics into the area.

An elderly couple were approaching me through this action and he asked his good lady what was happening and what was it all about. She answered that it was a collection of old cars on show and without any intention of humour his immediate reply was "What a collection of old cars all ready for the scrapheap, what's that all about?"

This was an Alan Bennett moment for me and all the more hilarious when I knew the value of some of the vehicles in the show, as our Gay Classic Car Group had a couple of Rolls Royces and a Jensen Interceptor on display (the pink pound you might say).



Well there was plenty of value and a much bigger display at Ripon than at Hebdon Bridge this year on July 27. Yes Little Nell, 617 YUA, was there, coming in locally from Bedale where my niece and her husband and that part of the family reside.



Our host at this venue was Peter Benfield accompanied by his wife, Sue. Also present was chairman John Castle on an early run up from Hinkley.

Sadly John could not persuade his Mayflower to attend. But besides my faithful car we had another two Mayflowers present, Robert Hustwick, JVJ 170, sadly without his son, the future of the club, and Alan Kormes with his wife Maureen with their immaculately attractive two-tone blue Mayflower, ASY 787.

I had not seen this car before and I was very interested to see their adaptation to electronic ignition which is not visible from the outside appearance of our classic car.



Robert Hustwick's JVJ 170

Also fitted was an additional cooling fan in front of radiator behind the grille. Perhaps these modifications and improvements come from being a garage proprietor.



Little Nell

Another unexpected visitor without a Mayflower was John Oglesby, sporting a club tee shirt. He had held many positions in the past and apparently was the inspiration and driving force behind our President, Peter Benfield, being in the club.

Sadly no longer a current member but if encouraged (he stated an interest in getting the magazine) maybe he will rejoin and then we need to sell him a Mayflower!

There is a lot to see at this show, excellent children's entertainers, so many cars of all makes and vintages, very reasonably priced refreshments, classic commercials and some fantastic vintage caravans.

There was live music throughout the day and in one corner a lovely fairground organ. Hopefully we will have more Ripon Old Mayflowers next year as we are considering holding our annual rally at Ripon 2015.

Letters

Please help me find my car

Triumph Mayflower 612 RKK

Dear Sir,

I learnt to drive in the above car back in 1966. My father owned it and gave it to me on my 21st birthday. Unfortunately, being young and impetuous, I sold it for £50 to buy a Mini (stupid me).

Over the years I have had several cars but have never forgotten the Mayflower (my father called it the "working man's Rolls-Royce"). I think it was a 1953 vintage.

Is it still around - I mean, is she. If so, is she well, is she still in use, is she available to buy?

I would love to own her again, or if not own, maybe drive her again. Could you help please?

Yours sincerely
Janice (nee Tilley)
c/o Westleigh Lodge, Woodchurch Road
Birchington, Kent CT7 0HF

Letters

Western Australian project

Good afternoon Gentlemen,

We are currently in the process of piecing together a 1952 Mayflower that we purchased, hopefully 100 per cent complete although dismantled.

We have not been able to find another in Western Australia to compare it to, and we are hoping that you would be able to assist us with any information, contacts, acquiring of parts (secondhand or new) and pictures on hood lining fittings, interior upholstery/dash etc.

We have attached a couple of photographs of our new project and hope that you will be able to point us in the right direction.

*Yours sincerely,
Ken and Christie Hardman
Meandindie@hotmail.com*



Quite a project. Hopefully some of our Australian members will be able to help out and we look forward to hearing about your progress



And after the rally . . .

by Chad Brown, Chairman

ON RETURNING HOME from the rally with Little Nell the opportunity arose to visit that famous church at Tong in Shropshire, mentioned previously in this revered journal, which is very close to the RAF museum.

This is the presumed site where Charles Dickens' Little Nell from the novel "The Olde Curiosity Shop" ended her days.

With me was my co-driver and navigator, John Banks, who is the instigator of the club's leaflet and the laminated description of my car that I use at shows, he also took the photograph of Little Nell which appeared on the front cover of the last *Flower Power* magazine.

Together we found once again the grave attributed to this fictional character, he photographed it and then took some pictures of my car outside the church.

Could this have anything to do with the fact that she has been misfiring ever since despite fitting a nice new set of plugs, etc, etc, etc. Advice please.



Report on the Annual Rally held at RAF Cosford

by Chad Brown, Rally Secretary

THE ABOVE event, for those of you who were unable to be present, was held in conjunction with the Triumph Razor Edge Owners Club at the RAF Museum at Cosford, Shifnal, Shropshire on Sunday, July 13.

We had a fair gathering of members of our host club staying the previous night at the Park House Hotel in Shifnal and I represented the Mayflowers. A comfortable hotel and an excellent meal together in a private room. I was kindly welcomed by Chris Hewitt, Chairman of TROC.

Being of some years of antiquity the floors creaked in the room above mine, as did the corridor outside unless it was some spectoral visitation. But the line up of Triumph Renowns added dignity to the setting and it was a pleasant evening.

The morning of the show was a little damp after some overnight rain but following an uncertain start the sun did shine on us and it turned out to be a fine day.

The cars were nicely arranged in line and we had four Mayflowers with our host club having eight Renowns or 1800s, never sure which is

which! There have been bigger turn outs for both clubs in the past.

I would like to mention those gallant Mayflower drivers who found this different location individually. The arrival of Maurice Wilkes was a pleasant surprise driving what I am told is the oldest Mayflower on the road, a 1950 version, HCR 817.

He has not been seen for a while but has a long history of association and participation in the club. The car was driven by his grandson to the event as Maurice is unable to use the clutch following a stroke. He showed us a photo album of its restoration over a long period of time which depicts him at different stages of his growing up helping out. It is pleasing that maybe he will continue his interest in the car.

My own car, Little Nell, 617 YUA, was present though not running smoothly on all cylinders, an on going problem!

Steve Coulman, our official historian, with his Mayflower, OUM 864, was present all the way from Scunthorpe and can boast of some real long runs with his car on a regular basis (was it Lands End/John O Groats). And our



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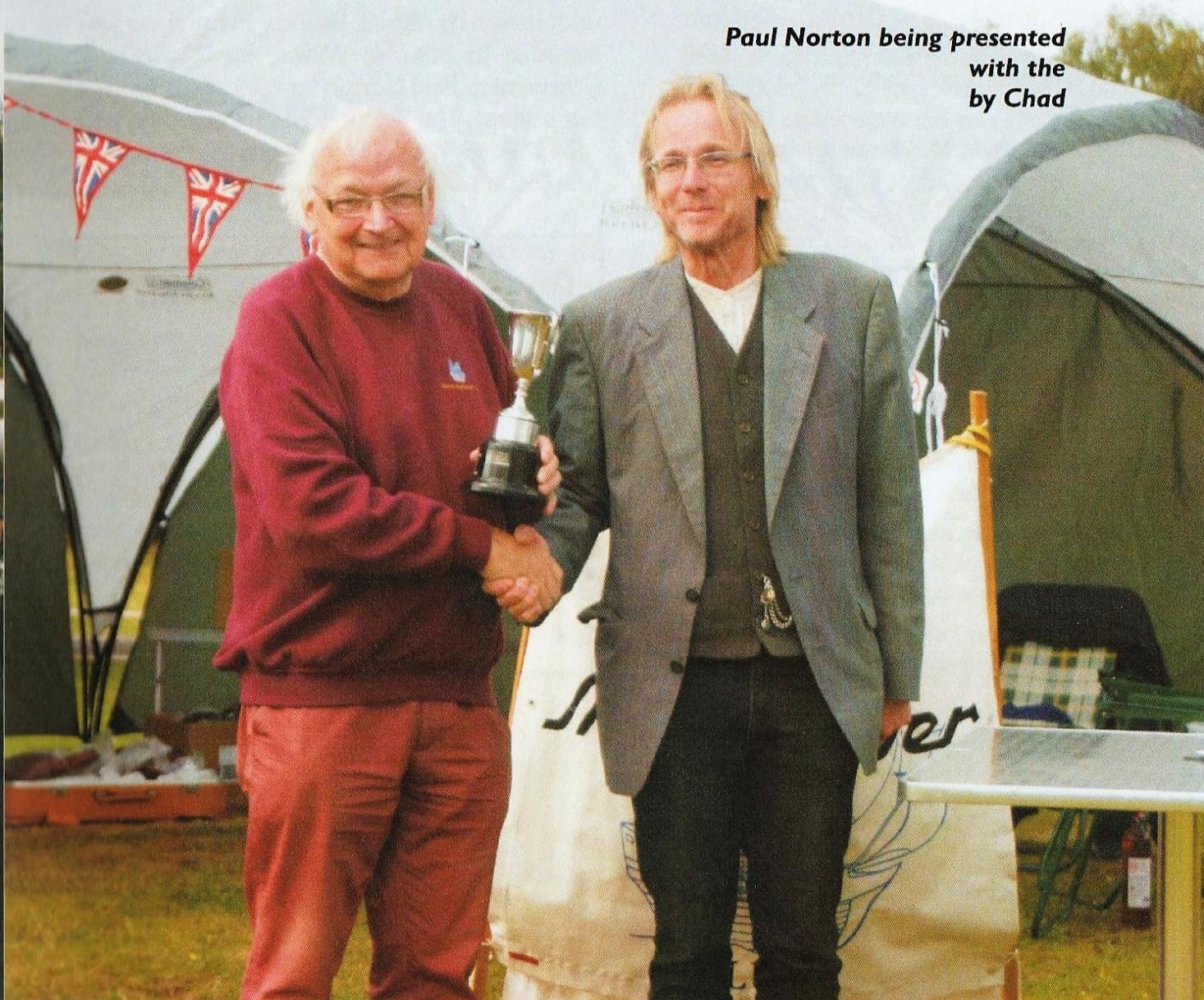
Steve Coulman receiving the Distance Award from Chad



The four attending cars: Maurice Wilkes, HCR 817; Chad Brown, 617 YUA; Steve Coulman, OUM 864; and Paul Norton, HTH 719

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**Paul Norton being presented
with the
by Chad**



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(was it Lands End/John O Groats). And our regular Paul Norton from Bromsgrove who received a well deserved trophy for 25 years of rally attendance.

Present without Mayflowers was Life President, Peter Benfield; Chairman, John Castle and General and Membership Secretary, John Oaker; along with Howard Pryor adding some banter and humour in selling valuable and much needed parts.

Partners and guests were with us and the raffle was enjoyed, presented by myself and John Castle. Also there were some very nice refreshments laid which were on delivered by Waitrose and arranged and served by our host club.

James Brewin was also present without his Mayflower and was able to get some valuable advice from those present.

The official presentation with the help and advice of our President Peter Benfield was

undertaken by myself. Best car in the show was awarded to Maurice Wilkes; the Chairman's Cup went to Paul Norton for his long support of our rallies. The Long Distance Trophy was presented to Steve Coulman who had travelled from Scunthorpe.

CONTACT SETS

£9.00
EACH

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from the
Spares Secretary



Letters

Ferguson connection??

Dear Members,

Below you will find a short discussion between our new member Terry Snow and me with regards of the usage of Ferguson TE20 farm tractor engine parts in our Mayflower. Is there anyone within the club with more details (I don't want to take the engine of my TE20 apart).

Dear Sir,

I am a new member to the Mayflower Club after just repatriating a Mayflower from New Zealand.

A lot of the parts in the past were used by different manufacturers in other models to save expense and development.

At a rally a few days ago I was told that a Massey TE 20 farm tractor engine body was the same of which there seems a plentiful amount of spares on E-bay.

Can any of your readers confirm this as I believe also the Standard Massey used wet liners.

Many thanks
Terry Snow

Dear Terry,

Welcome to the Mayflower Club, good to hear that you have bought a Mayflower! I think you will enjoy the car very much, it is becoming a very rare vehicle, so you will attract a lot off attention!

With regards to your question: I happen to own a Ferguson TE20 tractor as well, I have also heard that the basis of the Mayflower engine was derived from a "Standard" engine that was also used as a basis for the TE20 engines.

There is a big difference however, the Mayflower engine is a side valve engine and the TE20 petrol engine is an overhead valve engine. There might be a few parts that are interchangeable (although I haven't been able to find them), but the majority will not be of any use due to the big difference in engine design.

Although the basis of the engine should be the same, there are actually a lot of differences, the cylinder head is completely different, as well as the camshaft, cam drive, distributor, carb, manifolds, oil filter (Mayflower engine does not have an external oil filter, TE20 engine has) etc, etc.

If you need any parts your best bet would probably be to contact our spares secretary (Brian Redshaw, e-mail: brian21250@yahoo.co.uk). Tel (UK): 01325 262567) and/or send me an e-mail with the parts needed so we can advertise the in our magazine.

Good luck with your Mayflower and please keep us informed on the progress.

Best regards
Nico ten Wolde

Hi Nico.

The worst part could be the big ends and crankshaft, etc. Also pistons but worth looking at should you be down and out!!

Best wishes
Terry

Linda makes the front page

Linda and Larry (top right) Spouler on the front page of their local paper (see article in last edition of Flower Power).

WEDNESDAY, JUNE 4, 2014

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Students demons

George Woo Staff Reporter www.richmondnews.com

Sports days cancelled, said no end in sight schools across On Monday of strike action between the B.C. government and walkout planned. Today is the province-wide support from la Congress. Some local's walk out of class between teaché A Facebook over 13,000 say said to not be s "Each side c side fails to see page. Palmer sec about 10 organ walkout here in Students ar fair because pr affected," said "A lot of kid school," he add



In her classic 1950s summer outfit, Richmond resident Linda Spouler stands in front of her 1950 Triumph Mayflower, part of the Richmond voicecar Run presented by the Richmond Lions Club at Steveston Park on Sunday. See page 14. Photos by George Woo/Richmond News.

VIEW MORE PHOTOS WITH LAYAR OR ONLINE AT RICHMOND-NEWS.COM



Could this have been a Mayflower in a party frock?

by Dave Walton (member 1111, originally 14 in the 1970s)

AT THE START of the 1950s, the American motor manufacturer, Nash Kelvinator (also made fridges), took the brave decision to introduce a European sized compact car to their range.

In that period only imports such as the Austin A40 Devon, the Hillman Minx and the as yet oddity VW Beetle offered such a car in the great American auto market.

An extensive potential customer survey convinced Nash that a small car offered by a well-established American manufacturer would find a ready market as a complimentary addition to their current range.

A mock-up, very similar to the final product, was showcased to the public and received a very positive response.

The decision was taken to produce a prototype for evaluation. It was very quickly recognised that; in order to be financially viable

the vehicle would not be suitable for manufacture in any of the Nash production facilities.

Production lines were geared for the production of typically large vehicles, tooling cost for such a small motor car (none of the existing ranges of tooling were suitable) would render the project a non-starter. Equally, the expertise to produce such a small engine and running gear from scratch did not exist within the company.

It became obvious that such a vehicle could only be viably manufactured in Europe, a Europe still recovering from the ravages of World War II and offering relatively low wage, therefore build, costs.

Clearly the expertise existed to manufacture small (by American standards) cars in sufficient quantities and of satisfactory quality to meet the requirements.



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After much product evaluation, three manufacturers were short listed to supply the finished vehicle (now named as the NKI Custom). Initially Fiat was considered, the first prototype had been built on a Fiat floor pan, but fell by the wayside. The choice finally came down to Austin or Standard (Triumph were still known as Standard in the States).

The Standard specification offered was: 1250cc, flat head (side valve) 38 hp with three-speed transmission. Does this sound familiar?

Eventually the manufacturing contract was placed with Austin and production of the now named Metropolitan started in time for the 1954 season, the rest is history.

Clearly, it could be imagined that, had Standard won the contract, the Mayflower derivative may have achieved the something over 100,000 production run of the Metropolitan. Something of an improvement over the Mayflower's few thousand!

The Metropolitan pictured has been owned by me for some years and, along with my Mayflower has become a family member.

The Rally Calendar this year unfortunately placed "The 60th Year of Metropolitan Production" get together and the "National Mayflower Rally" on the same weekend what to do?

Del Pryor?

"Would you buy an unused, never been on a car, still in its original box, Mayflower speedometer, cheap from this man?"

I did and now I own a speedo and mileometer that work! It's a shame that my Mayflower still doesn't run. It has taken up residence in a specialist engine centre!

The photograph shows Howard Pryor at Cosford with a splendid and varied selection of spares - used and new. Even though only ten members were present, Howard did good business.

PS: Yes Howard did ride the scooter/bike/thing - and successfully fended off all bids so that it returned home with him.

*Happy Mayflowering
John Oaker, Membership Secretary*

By some feat of logistics I decided that, rather than stay over with the Mets on Saturday night as originally intended, I would drive the Met (Molly) down to Dunstable on Saturday morning, join the celebrations and drive home that evening a round trip of 250 miles.

Bright and early on Sunday morning, out came my Mayflower (Maggie May) for the round trip (120 miles) to Cosford. Made it with no problems, actually a very relaxed drive, ready to greet the assembly of the great and good of Razoredge ownership.

You should have . . .

I arrived in the car park to be met by an attendant "Smashing motor," he said, followed by "You should have been here last week, we had lots of them." Did I feel an idiot or what!

Apologies to all, clearly I made a special effort to attend but can only claim advancing years as an excuse, will try harder next time!

Incidentally, the trip was not entirely wasted; the weekend turned out to be dedicated to the Large Model Flying Association, so meet some old friends in my other hobby, model aircraft flying.

I would add that Maggie received lots and lots of comments and approval from folks attending.



Letters**Barn find**

Dear Members,

In early July Robert Gannon told me that there was a barn find Mayflower down near Johnstown, Pa, which is about 80 miles from me. Contact was made with the owner and a trip to examine the car was arranged.

Ron Gaydis has a nice car collection including a Messerschmitt, an Isetta, two Amphicars, a Plymouth Prowler, and an Owosso Pulse. If you have never seen a Pulse, please look it up. It looks like an F-14 fighter cockpit on wheels.

Sitting over on a trailer was TT24815. Fairly complete and restorable but would take considerable time and effort, as it would require a 100 per cent teardown. For pictures and a complete analysis of the cars condition from my review please see the web site for sale area.

Ron's ad: Call: 814-254-5452 for more Info. Email: amphigator@yahoo.com for additional photographs. Asking Price: first reasonable offer. Pick-up in Mineral Point, Pa. or delivery for a fee.

This is the third Pennsylvania Mayflower and in my thoughts, it deserves to be restored.

Regards
Russ Hoenig

New armrests

Dear John,

I recently purchased a set of door armrests which duplicate those of the later Mayflowers. I bought them from Welsh Enterprises Inc. at PO Box 4130 Steubenville, Ohio 43952 (USA). Tel: (00) 1-800-875-5247.

They are used on Jaguar XK150, E-Type 3.8 and 4.2 Series I. I got the dark red ones which have a light grey plastic base. My old ones had a light tan plastic base which was terribly shrivelled up making them unuseable.

Being Jaguar parts they were not cheap, \$204.43 including shipping for the pair.

They are of good quality. The part number is BD-14963-DK-RED.

Sincerely
Walter Wolentarski (93)

NUMBER PLATE LIGHT

ONLY
£22.00 EACH
From the Spares Secretary

Mayflower trip to Italy

Dear members,

My name is John, a new member since April 2014. I have a 1953 Mayflower, registration number 327 YUM and I am looking to drive to Italy in late September or October this year. We are in state of rebuild of the engine.

I will start from Wilmslow, Cheshire, on to Dover and Dunkirk. Stay over night, then Luxemburg down to Mulhouse France, Swiss boarder over night then the big clime through Switzerland into Italy.

Then over night north Italy then on to Rome onto a town called Sabaudia on the west coast south of Rome. Appoximately 1,436 miles.

I have made the trip a few times in a newer car. Any advice from your readers, i.e. spares etc, to take?

I will take photographs and a log of the trip. When we get to Sabaudia I will cut the roof off and make it a drophead?? Please send any advice to: tobytinker56@yahoo.co.uk

Many thanks
John Potts

Internet vehicle checklists

by James Fairchild

WITH THE DEMISE of the tax disc fast approaching, we thought it useful to recap some of the online sources of data about your vehicle, which owners/keepers/drivers can check themselves for free at any time. Over the past ten years, DVLA have made a range of data available for people to use for free, some about their own vehicle, others available for anyone to use.

1. What marque does the DVLA think your vehicle is?

Visit <http://www.rac.co.uk/products-services/car-data-checks/> and enter your registration plate, then click 'buy now' but note you are not committing to a transaction. The next screen will give three pieces of information: make (in DVLA speak, and note any spaces), year of manufacture, and engine size in cc.

There is also a field 'model' which only seems to be populated on certain more recent vehicles. It is important to type this verbatim into the next website. Checking three similar Ford Cargo trucks of the 1980s shows marques recorded as FORD, IVECO-FORD and IVECO FORD (the latter with a space).

2. Does DVLA think your car has Vehicle Excise Duty and an MoT?

<https://www.gov.uk/check-vehicle-tax> is a new site, currently in beta (trial) format, which allows you to click the green 'check now' then enter registration number and vehicle make, and click search.

You are then presented with two coloured boxes. On the left we have VED status (the options are: taxed until xx xx/SORN/untaxed expired xx xx) and on the right the MoT status. The options here appear to be (tick); 'MOT expiry date xx xx', (cross); 'no MOT expired xx xx'; or 'no details held by DVLA'.

3. Previous MoTs

Previous MoT attempts can be checked at <https://www.gov.uk/check-mot-history-vehicle>

To use this service you need the registration mark, and either the serial number of the most

Reprinted from the September edition of the FBHVC Newsletter

recent pass/fail certificate or the reference number from the most recently issued V5C. This allows you to view all fail and advisory items from previous MoT attempts, all at a glance.

4. Insurance status

This can be verified at <http://www.askmid.com> where there is a free check intended for vehicle owners/drivers, as well as the option to pay £4 for a more detailed report which names the other insurer (intended for checking the other vehicle involved in a car accident).

5. When buying a vehicle, it is always prudent to undertake a HPI check

Your author has used <http://www.autocheck.co.uk> many times (which is a service from Experian) which currently offers five checks for £24.99 or one check for £19.99.

Doing a HPI check is the only way to see whether a vehicle record has a 'scrapped' marker or not. There are other providers available (though note that some require the VIN to be inputted before they display information - the Experian site listed does not mandate this).

We would encourage vehicle owners to undertake steps 1 to 4 in respect of all vehicles you currently own, and in respect of a discrepancy to contact either DVLA or their own insurer as a matter of urgency. When buying a vehicle, we would also recommend that step 5 is undertaken.

For those who do not use a computer

For people without a computer, public libraries will usually offer free internet access.

Alternatively family and friends should be able to assist.

In particular, children (even younger ones) are likely to have such a level of computer literacy that they can undertake steps 1 to 4 at lightning speed for you.

We would urge club members to talk to others (particularly those without a computer) about these changes and to offer to assist with checking.

Limitations

There are some limitations with the DVLA data. We are working with DVLA to address these, but in particular:

A vehicle which hasn't been licensed or SORN'd for a long time appears to have its record on an archive system and displays a 'year of manufacture' of 0001.

Presently, there is no recognition for a vehicle which is now MoT exempt. These display a red box and a cross and the expiry date of the last MoT. Again, we are discussing this with DVLA.

There is also no recognition for the handwritten MoTs as issued by VOSA for PSV and HGV MoTs. Again we are requesting this change, as the MoT pass for such vehicles does appear in the system that allows one to purchase a tax disc (VED), so the field must be there in the dataset somewhere.

We have also become aware that a number of long-term off the road vehicles (those that are pre-SORN) have had a phantom 'taxed' status applied, usually with a date of expiry in the middle of the month.

If readers encounter a discrepancy other than the above four items, we would be grateful if they could get in touch via the FBHVC office.



A Coventry conversation overheard

Scene one (and only)

Roger in blue t-shirt: "These Mayflowers used to be called the poor man's Rolls-Royce."

Graham in the white t-shirt: "Yes that's right, there was one of these Mayflowers down our street when I was a kid."

Roger: "My uncle had one of these Mayflowers, a black one with red seats and we used to go on our holidays in it."

Graham: "These Mayflowers were always black like a Rolls-Royce."

A lady in red: "I've just Googled these Mayflowers and it says when new they were painted either jade green, cotman grey, comet blue, burgundy or black."

Roger: (looking hard at Chad's car) "I never saw one that wasn't black!"

Graham: "Where did your uncle take you for your holidays then?"

John Oaker, Membership Secretary

FOR SALE

1953 TRIUMPH MAYFLOWER

TT 31927 DL - WHK 107 - burgundy/redandgrey



Due to illness I am having to sell my treasured 1953 Mayflower
She is Maroon/Burgundy in colour and is in good working order

I drive her as much as possible without problems

I also have a spare engine (minus the head - see *Flower Power* 138),
gearbox, radiator cover and many other spares

I am asking for £4500 for everything; although i am willing to
sell the car or spares separately. I would prefer to sell them together.

The price is negotiable for Mayflower Club Members

Gerry Hacker, 9 Sycamore Drive, Brentwood, Essex CM14 4UG
Tel: 01277 218248

Intentionally

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